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12.45 p.m.	1.15 p.m. ... Every 10 minutes.
1.15 p.m.	1.45 p.m. ... Every 10 minutes.
1.45 p.m.	2.15 p.m. ... Every 10 minutes.
2.15 p.m.	3.00 p.m. ... Every 10 minutes.
3.30 p.m.	5.00 p.m. ... Every 15 minutes.
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9.30 a.m. to 11.00 a.m. ... Every 15 minutes.	
11.00 a.m. to 11.30 a.m. ... Every 10 minutes.	
11.30 a.m. to 1.00 p.m. ... Every 10 minutes.	
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.	
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.	
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Hongkong, 5th September, 1906. [30]

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The Daily Press.

HONGKONG, SEPTEMBER 20th, 1906.

To those who can recall the opposition which was raised by the Chinese to the idea of introducing railways into their country, when the question was first mooted, the progress which has been actually made in this direction must appear something astonishing. In this, as in many other kindred matters, China, in former times, took up the attitude of "the everlasting no." The difficulties were declared to be insuperable. China was one vast graveyard. The "Feng Shui" could not be disturbed without danger of a general rising of the outraged populace. These and the like obstacles were habitually brought to the front whenever the subject was mooted, until at last even the most progressive, even among Europeans, began to despair of its being ever possible for China to adopt so great a change as would be brought about by the introduction of the steam-engine. Septical people looked upon these objections as mere excuses for inaction; but it must be confessed that there was more in them than those who were unable to fully appreciate Chinese ideas on the subject were inclined to admit. The difficulties spoken of really did exist, and to the Chinese mind, they may have appeared insuperable. The superstition of the masses, their dislike of change, the likelihood of their rising if local carrying interests were interfered with; the degree to which railways would necessarily interfere with the levy of barrier dues, were all matters which the Chinese Officials could not be expected to overlook, and it was consequently not surprising that the

demands for the introduction of railways were repeatedly met by a reply of "non possumus", especially as the Chinese were unable to realise the advantages both economical and political which improved intercommunication would be certain to produce. By degrees, however, all these difficulties have as a matter of fact been overcome; and a railway in China is now regarded as nothing more noteworthy than one in Europe or in the United States. This state of things is looked upon in the present day almost as a matter of course, though the change which the fact indicates in China is well worthy of consideration. It is certainly an encouraging indication that, though China may move slowly, still she is not actually at a standstill; and that much may be effected by time which can be accomplished in no other way; experience shows that it is of very little use to attempt to rush things in the Celestial Empire. In most instances where this has been done, the result before long has been disappointment. But it is an equal mistake to abandon a project in China because at a given moment it seems or even is an impossibility. The Chinese official is usually so conservative that he makes no allowance for possible change. His belief is that as China is, so she will continue for all time—and the bare fact that any given movement is a new departure, is sufficient to make it appear an apparent impossibility to his conservative mind. Time, however, brings about changes in national feeling and in economical conditions which no amount of conservative philosophising can arrest. It thus happens that what was quite impossible at one time is found after all to be comparatively easy of accomplishment at a later period. This has certainly been the case with respect to the introduction of railways, and the same principle may be expected to be found at work as to other matters. The same considerations are applicable to the Telegraph, which is now so largely used both by the commercial and official classes in China as to the Railway. In the former instance, the practical advantages were too obvious for so shrewd a people as the Chinese to fail to recognise them. Long before there was any idea of introducing telegraphs into China itself, the Chinese merchants availed themselves of the "wire talker" which was supplied by the coast and ocean cables as they were laid down—and they thus became familiar with an appliance which in its nature was more likely to appeal to their superstitions and become an object of opposition than many other innovations which have been opposed on the grounds of their being likely to disturb the Feng Shui. The slight opposition that was at any time offered to the Telegraph may be explained by the fact that its utility had been discovered practically, before it was discussed theoretically. There was no questioning the advantage to be gained by instantaneous means of conveying information; and, before the practical end to be thus attained superstitious opposition soon gave way. The great thing in introducing any change into China is to make it clear that it will be to her benefit. This point once reached, opposition that would otherwise be insuperable begins to give way. How far this is the case is illustrated not inaptly by what occurred in connection with the section of the Canton-Kowloon railway which was a short time back commenced, and which is referred to by H.E. the Gov. EXETER, in his annual Report upon this Colony for the year 1905. He there says that "the negotiations and clerical work involved in the resumption of the large number of small 'padi' fields required before construction could be started, was expeditiously carried out by Mr. C. CLEMENTI, the assistant land officer, and the first sod was turned on December 9th," and he pointedly adds: "The decision to use labour supplied by the elders of the surrounding villages for the earthwork was found, as had been anticipated, to obviate local difficulties arising from removal of graves, 'Feng Shui' difficulties, prejudices, &c." This, on a small scale, is a fair enunciation of what, on a larger scale, has been going on in China in various directions. Let the Chinese see that a given change will be to their advantage, and difficulties will speedily disappear. The lesson is not perhaps a very elevating one, but it is, after all, one which practical men cannot afford altogether to overlook. If local opposition can be overcome by giving some legitimate advantage to those who are likely to raise it, in respect to a matter which in itself is for the general good, there is no valid reason against adopting such a course. This fact has often been overlooked in respect to the changes which it has been

proposed to introduce into China. It has been assumed too much that the only thing to be done was to gain the assent of the Imperial Authorities, and that mere local opposition would then be at an end. Experience, however, proves that this is often beginning at the wrong end, and that it is worth while to ascertain how not only local officials but also the people on the spot will be affected; and if possible to get them on the right side. The main objection to most changes in China is really that the Chinese fail to see any benefit to be got from them. By degrees they have found this out with respect to railways—a great stride for them to have made when the prejudice which existed in old days is remembered; and it may be expected that opposition in regard to other reforms will be removed in proportion as the material benefit from them becomes more generally appreciated.

Ireland is again suffering by a potato famine, heavy rains having blighted the crops.

The Hongkong, Canton and Macao Steamboat Co. put the *Hunan* on the Macao run yesterday.

The Rt. Rev. G. E. Moule, missionary bishop of mid-China, is retiring after fifty years of work in this mission field.

We have received literature dealing with a movement to erect at Vienna a monument to Andreas Hofer, the hero of a war and story. This committee is a very influential one.

It is notified that the Secretary of the Arts and Crafts Exhibition will be in the City Hall on Mondays, Wednesdays and Fridays from 2.30 to 5 p.m. to answer any enquiries in connection with the Exhibition.

A magistrate at Wilsden Police Court had two Japanese before him last month, charged with drunkenness. He was very much surprised, as drunkenness was practically unknown in their own country. That was one result of reading globetrotter books.

The steamer *Lightning* on coming into port yesterday from the South reported that a Chinese deck passenger fell overboard on the 15th Sept. and was lost. A life buoy was thrown to the man when he was near the ship's side, but he failed to catch it. The steamer was stopped and a boat lowered into the water and a search was made for over an hour but to no effect.

A message was delivered at the American Consulate at six o'clock p.m. yesterday, from the Manila Observatory, which said: Typhoon off in the Pacific E. N. E. of Manila moving probably to W. N. W. Another Typhoon Warning dated Manila Observatory, 10 o'clock a.m., September 19th, said: Cyclone has crossed Luzon near Parallel 17 direction given.

According to a Peking dispatch the question of abolishing the queue and the change of costume into the Western style has not been touched upon at all during the deliberations of the Royal Commission under the Presidency of Prince Chun. The discussion of this has therefore been adjourned sine die and will not come up until some important crisis occurs in the future.

Cement continues to be shipped in large quantities for San Francisco. The amount shipped by the Osaka, Kitanagawa, and Chuo cement works in Osaka exceeds 400,000 barrels and it is estimated that 600,000 more barrels will be required for the Pacific coast. The Osaka Cement Company is extending its works with the object of attaining annual output of about 250,000 barrels, and at present the works are in operation night and day.

A Reuter telegram from Victoria, B.C., dated August 22, says: "The lifeboat of the steamship *Valencia*, which was wrecked near Cape Beale, Vancouver Island, on January 22, involving the loss of over a hundred lives, has been discovered practically uninjured, together with eight skeletons in a large cavern near the scene of the wreck. The cave is a perfect mausoleum, escape from it being impossible in rough weather. The skeletons were buried beneath tons of rubbish."

The Earl of Lorton and Melville, K.T., died at Glenferness-house, near Forres, on Aug. 21st. He was a representative Scottish peer and Lord High Commissioner of the Church of Scotland from 1898 to 1905. He was well known in the City, being for many years a partner in the Anglo-American house of McCullough and Co., and then head of Melville, Evans and Co., which, in 1890, became Melville, Evans and Co. He was for many years a director of the Bank of England, as also of the Peninsular and Oriental Steam Navigation Company down to his death.

The War Office has decided to supply the Artillery Company of the S.V.C. with four 15-pounder quick-firing guns, in place of their present antiquated weapons. The thanks of the community are due, says the *N.C. Daily News*, to the late Commander of the British troops in South China for the energetic steps he took to obtain this welcome addition to our local defences. The 9-pounder Armstrongs at present in use arrived in Shanghai in February, 1898, and even then were obsolete weapons; in fact it has been said that only eight guns of this type were ever made. One Inspecting Officer after another has commented on the antiquity of these guns. In 1897 they were described as worn. Last year Major-General Hutton considered the Artillery were deserving of a better weapon, and this year he again referred to the guns in his Inspection report.

The *N.C. D.N.* correspondent at Foochow writes that the severest typhoon of the season and in fact the most violent that had been experienced for several years, raged over that section of the country during August 28, 29 and 30. The wind was very strong and the rainfall heavy. The Min river at the bridge rose higher than at any time during the year. Some of the large stones were washed away and a number of small native boats broke loose and were dashed to pieces against the bridge and rocks. A number of persons were drowned. Many of the foreign houses suffered considerably. Some of the windows of the American Consulate were blown in. Many of the beautiful trees in the Settlement were nearly ruined. At Kuliang, the summer resort, but few of the cottages escaped uninjured. The roofs of many were partially blown off and occupants were obliged to escape and find shelter with their more fortunate neighbours. None of the foreigners were killed or injured. Some few had a very narrow escape.

The wreck of the *Montagu* on Lundy Island formed the subject of a naval court-martial, which lasted for several days. According to the decision announced on August 29th, Captain Adair, commanding officer, and Lieutenant Dathen, the navigator, were found guilty of having negligently and by default hazarded, stranded, and lost the vessel, and were sentenced, the former to be severely reprimanded and dismissed his ship, and to lose two years' seniority as Lieutenant in the Fleet. The *Montagu*, it appeared, had been manoeuvring in a thick fog between Lundy Island and Scilly, testing the wireless telegraphy apparatus, a business which necessitated frequent stoppages and attentions of speed and course, with the consequence that, in the thick fog which prevailed, accurate reckoning of her whereabouts was lost. At the time she struck she should, by the navigator's calculations, have been not less than nine miles from the Shutter Rock, on which she was wrecked.

Admiral William Everard Alphonso Gordon, C.B., died on Aug. 19th at Eastbourne, aged 88. He was the son of Mr. Alexander Gordon of Elton, Aberdeenshire, and entered the Royal Navy on April 29, 1827, and retired as captain in 1868. During his 38 years in the Navy he saw a considerable amount of service in various parts of the world. In 1832 he was employed on shore in Jamaica during the insurrection there, and in 1841, as mate of the *Cambridge*, he was present at the blockade of Alexandria. In 1847 he commanded the boats of the *Infatigable* during the suppression of the rebellion at Wangani in New Zealand, and he took part in the destruction of piratical junks at Hongkong in the following year. He also served during the Kaffir war of 1852-53, and in the Crimea he commanded the *Sanspareil* at the bombardment of Sevastopol, and was variously employed throughout the siege, receiving the Crimean and Turkish medals, with the Sevastopol clasp, and the Fifth Class Medal, together with the knighthood of the Legion of Honour. Since his retirement Admiral Gordon had resided at Eastbourne.

THE HONGKONG FOOTBALL CLUB.

The twentieth annual report of the committee, for the season ended 31st August, 1906, to be presented to the general meeting of members on 24th September, includes the following information:—

Forty new members have been added to the list of membership since the last report.

During the season fourteen Rugby and thirty Association Matches were played, the results of which are shown in the following statement:—Rugby won 12; lost 2; points for 163; points against 71; Association won 8; lost 4; drawn 6; goals for 13; goals against 19; Association "A" won 6; lost 4; drawn 2; goals for 12; goals against 14.

In the Association Shield Competition, for which eleven teams entered, the Club drew a bye in the first round, in the second round beat the Army Staff by three goals to one, in the semi-final beat the Y. M. C. A. by three goals to two, but were beaten in the final by the H.M.S. *Diadem* by two goals to nil.

For good play during the season Rugby Caps were awarded to Messrs. A. O. Lang, A. R. Hanney, E. F. C. Hall, and E. M. Ranking, B.A.M.C., Association Badges to Messrs. G. E. Morrell and E. Humphreys.

The twelfth Annual Dinner at the Hongkong Hotel on 21st April, was attended by 30 members. The Treasurer's accounts show a balance of \$366.14 to the credit of the Club and a deficit of \$65.80 on the working of the Hongkong Football Challenge Shield.

The Club now consists of 322 members.

RUSSO-CHINESE BANK.

The Directors' report for 1906 reached us yesterday. We extract the following:—The total profit for the year, deducting all expenses as well as interest due, and after reserving for doubtful debts, amounts to Rbl. 7,449,216, 11. Out of this sum the Board thinks it advisable to reserve Rbl. 1,500,000—and to transfer this amount to the Special Fund as a provision for eventual losses, partly in San Francisco in connection with the last catastrophe.

The Board of Directors also propose to pay a dividend of 10 per cent. and to transfer Rbl. 553,053. 54, to the ordinary Reserve Funds Rbl. 1,143,648. 03 to Pension, amortization and other Funds, leaving a surplus of Rbl. 2,035,109. 54 which the Board proposes to apply to the Extraordinary Reserve.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

RAILWAY ACCIDENT IN AMERICA.

LONDON, September 19th.
A train fell through the bridge of the Cimarron River at Oklahoma.
Ninety-five passengers were drowned.

RUSSIAN MASSACRES PORTENDING.

LONDON, September 19th.
A pogrom is preparing in Odessa.

DESTRUCTIVE FIRE IN FRANCE.

LONDON, September 19th.
A destructive fire covering 10,000 acres has occurred in the Department of Var, in France.

[Var is a maritime department in S.E. France largely interested in the silk industry, which will presumably be disturbed.]

REUTERS SERVICE.]

THE CUBAN INSURRECTION.

LONDON, September 17th.
After consultation with the insurgent leaders, the Government has announced an indefinite suspension of hostilities, with the object of making peace before the arrival of Mr. Taft, or the intervention of the United States.

SENSATIONAL ARREST OF COINERS.

LONDON, September 17th.
A sensation has been caused in Paris by the arrest of fifty-five of a gang of counterfeit coiners. The correspondence which has been seized shows that the gang had confederates in Germany, Great-Britain and Spain, and that preparations had been made to operate in Chicago and Argentina. It is believed that well-known families are implicated.

N.C. Daily News Service.]

FROM LEGATION TO EMBASSY.

Tokyo, September 14th.
It is reported that the Russian Government will promote M. Baklanoff to the rank of Ambassador in Tokyo.

THE OPENING OF MANCHURIA.

Tokyo, September 14th.
The papers continue to complain of the slowness with which things are moving in North Manchuria in contradistinction to the promptitude shown by the Japanese in the South.

VICEROY SIUM AND HIS SUCCESSOR.

We extract the following from some comments in the *N.C. Daily News*:—The fatal lack of such personal endowment [broad mind, moral strength, and knowledge of foreigners] has made disastrous the administration, begun three years ago with such high hopes, of Viceroy Tsen at Canton. In the far west Viceroy Tsen earned a reputation for firmness of rule which failed of fulfilment when put to the larger test at Canton. His statesmanship has been found to consist of a blind opposition to foreign influences; his courage and energy, which were expected to make short work of the troublesome rebellion in the South-west, resulted themselves into spasmodic rattle-snakes not free from a crude barbarity, and his want of business acumen has been revealed in the mismanagement of the affairs of the Canton-Hankow Railway. In Yunnan and Kweichow to which he has been relegated Viceroy Tsen will find himself amid more congenial surroundings and, it may be, will recover some of his lost reputation, for his natural abilities have never been questioned. It is not without significance that his sons are being educated abroad. Viceroy Chou En succeeds him at Canton with the advantage of having already had close business relations with foreigners first at Chinanfu, as Governor of Shantung, where he won the warm sympathies of the Germans, and at Nanking, where, under the disability already referred to, he was not altogether happy.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 18th at 12.10 p.m.—Signal lowered. On the 19th at 1.00 p.m.—The barometer has risen over Japan, and in Hongkong, and fallen over Formosa and Luzon.

A typhoon has crossed Luzon and entered the China Sea. It appears to be situated at present to the N.W. of the island, and to be moving towards W.N.W.

An area of high pressure lies over N. China and the Sea of Japan. Over the N. part of the China Sea, freshening N. and N.E. winds are indicated. Telegraphic communication between the Observatory and Hongkong is interrupted. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.18 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N.E. winds, moderate, fair.
Formosa Channel	N.E. winds, strong.
South coast of China between Hongkong and Lamecks	N.E. winds, fresh.

THE TYPHOON.

MANY EUROPEANS LOST: BISHOP HOARE DROWNED.

UNPARALLELED DAMAGE.

Even more calamitous than was at first anticipated was the typhoon of Tuesday, which will stand out in the memory of those who witnessed the wholesale destruction of shipping and saw scores of helpless people drown before their eyes, as one of the experiences of a lifetime. Cyclones of perhaps greater force have struck the Colony, but none within recent years, at any rate, has been attended with such devastation or left such desolation in its wake. The full effect, with its awful import of death to hundreds and its extraordinary destruction, cannot yet be realised, nor indeed can some approximate idea be presented for some time to come. All we know is that the loss of life is appalling, and though officials hesitate to estimate there can be little doubt that over a thousand people have perished on that fateful day. But what distinguishes this visitation from its predecessors is the large number of Europeans it has claimed as victims. Bishop Hoare, who was on missionary work in the New Territory, and whose craft has been washed ashore in Castle Peak Bay bottom upwards, is believed to be among the number. Mr. and Mrs. W. F. Donaldson and their two children, who had been using the *Kongnam* as a houseboat for some months, have also apparently been drowned, the vessel having been washed ashore, bottom up, with no trace of any of the family, but the family of Mr. Ramsay on the houseboat *Marion* have not been in such danger as was feared. In addition to this civilian element the members of the maritime population have been considerably decreased, the officers of vessels mentioned yesterday having been lost. Very significant is the statement that orders have been issued to prepare 200 graves in the Mount Caroline cemetery.

SHIPPING AT A STANDSTILL.

Yesterday the typhoon was the one subject of conversation, and the deepest sympathy was expressed for those who were mourning the loss of friends. Business was resumed, but there were few firms that did not find themselves handicapped by the losses sustained. Shipping is practically at a standstill as the work of loading or discharging cannot be carried on for lack of lighters. This form of craft suffered severely, and those in a position to judge have estimated that about 80 per cent of the lighters have disappeared.

CITY RECOVERS.

The tramway services, both upper and lower levels, were resumed and with the restoration of the means of communication and an attempt to repair the damage to the electric system the condition of the city began to approximate to the normal. The streets were cleared. The fallen trees were removed from the places where they had fallen and by evening few obstructions remained in any thoroughfare. In the same way the debris on the several wharves was cleared away and in a day or two a start will be made to repair the damage done.

The homeless and destitute people have not been neglected and both Europeans and natives have done much privately to alleviate their present miseries. Doubtless some organised effort will shortly be made to assist them in their dire need.

DEATH AND DESTRUCTION.

The scenes of destruction witnessed on the Praya East were by no means exaggerated in our issue of yesterday. Between 8.30 and 11.30 a.m., Inspector Gourlay, with an active band of willing workers effected a very large number of rescues. Among those who assisted were Mr. Rogers and his staff, Mr. Andrews and his staff, Mr. Forbes, Mr. Whal, Mr. Hogarth, Mr. Couras of the Electric Tramway Company, Inspector Fischer, Inspector Dawson and his Chinese gang, Mr. Pollock, A.O.D., and Mr. Pearce of the Seamen's Institute, and, as already stated, the people were taken off the junks and sampans that were dashed to pieces against the Praya. Mr. Dawson heroically leaped into the water to rescue a woman struggling with two children, but before he could reach them a huge wave threw him back on to the Praya, and the mother, and children disappeared. Many of them were brought to shore in a bruised and mangled condition, and at Wanchai Police Station Inspector Gourlay and several others rendered first aid to the injured. Ten were sent to hospital with fractured limbs, etc.; several refused to go, and a number of others were treated by Dr. Tso at the Chinese branch. Up to yesterday over ten bodies had been recovered, and it is estimated that between Arsenal Street and Jardine's Point about two hundred junks and sampans were destroyed, and that the loss of life at that particular stretch would be about sixty, a number which would of course be very considerably increased when the whole eastward stretch is taken into consideration. The damage here is estimated at \$120,000.

The Sanitary Department watched at Wanchai has been considerably damaged, a fate which has also overtaken the matched erections on the Happy Valley.

MR. GRAY SCOTT COMPLIMENTED.

The Tramway Company were responsible for a smart piece of work. About two o'clock on Tuesday afternoon they commenced to clear the roads, and by 9.20 p.m. had all the cars in the shed. At six o'clock next morning the complete service was resumed. The Company engaged their own coolies, and in this way were able to restart the service in such a remarkably short time. The nature of the work will be apparent when it is remembered that in places the road was piled five feet high with wreckage. The front of Godown 94 and 95 Praya East fell out, as did also the house in Tang Yuen Lane, while the house at 21 Yee Wo Street collapsed. Fortunately there were no lives lost in either case.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed to the Manager, Daily Press only, and special business matters to the Editor. Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS WANTED.

IMMEDIATELY, a First-Class Godown.
Hongkong, 20th September, 1906. [1732]

THE EASTERN EXTENSION, AUSTRALASIA & CHINA TELEGRAPH COMPANY, LIMITED.

Referring to the Notice of 21st June last, Senders of Telegrams are hereby advised that from the 1st October next, after three months, be subject to revision at the rate of THIRTY-EIGHT CENTS to equal ONE FRANC.

A. R. SKOTTELOWE,
Superintendent.
Hongkong, 20th September, 1906. [1733]

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.

HONGKONG STATION.

Referring to the Notice of 20th December, 1902, and subsequent Notices, Senders of Telegrams are hereby advised that, from 1st October next, the currency equivalent of the Franc will, subject to revision after three months, be fixed at 20.25, at which rate the charges for all Telegrams will be collected from the said date.

OLAF NIELSEN,
Superintendent.
Hongkong, 20th September, 1906. [1734]



NOTICE.

THE SALE OF SUNDRY NAVAL, VICTUAL, OILS, AND CONDEMNED STORES will take place TO-DAY and TO-MORROW (THURSDAY and FRIDAY), the 20th and 21st September, 1906, commencing each day at 10 a.m. sharp, instead of as previously advertised.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 20th September, 1906. [1735]

PUBLIC AUCTION.

THE Underigned has received instructions to Sell by Public Auction, On WEDNESDAY, the 20th September, 1906, at 11 a.m., at his SALES ROOM, DUNDRELL STREET, THE WHOLE OF THE STOCK IN TRADE, FURNITURE and FIXTURES, and the GOODWILL of Messrs. GREGG & Co. (Wine and Spirit Merchants).

The Stock comprising—
225 CASES CLARET, 50 CASES CHAMPAGNE, 50 CASES WHITE WINES, 55 CASES ASSORTED LIQUEURS, 55 CASES SHERRY, 45 CASES BRANDY, 40 CASES HOCK, 50 CASES SAUTERNE, 25 CASES GIN, 30 CASES RUM, 25 CASES WHISKY, 45 CASES BEER, 27 CASES VERMOUTH, 16 CASES RUM, etc., etc.

For further Particulars, apply to the Underigned.
TERMS—As Customary.
GEO. F. LAMBERT,
Auctioneer.
Hongkong, 20th September, 1906. [1736]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.
The Company's Steamship

"HAINUN."
Captain A. J. Robson, will be despatched for the above Ports TO-DAY, the 20th inst. at Noon, instead of as previously advertised. For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers.
Hongkong, 19th September, 1906. [1748]

DAMPSCHEIFFS-BREDERES "UNION" ACTING-GESELLSCHAFT.

NOTICE TO CONSIGNEES FROM NEW YORK.
The Steamship

"VFRONA,"
having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., where delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, where they will be examined on MONDAY, the 24th September, at 9.30 a.m. All Claims must reach us before the 30th September, or they will not be recognized. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th September will be subject to rent.

CARLOWITZ & Co., Agents.
Hongkong, 17th September, 1906. [1749]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.
The Steamship

"LIGHTNING,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 3 p.m. of the 21st September, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Underigned.

DAVID SASSOON & Co., Ltd., Agents.
Hongkong, 19th September, 1906. [1750]

INTIMATIONS

THE FULL ACCOUNT OF THE TYPHOON will appear in the HONGKONG WEEKLY PRESS

Ready Early SATURDAY Morning in time for the English Mail.
Order early Price 30 cents each.

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING of the MEMBERS of the above Club will be held in the Pavilion on WEDNESDAY, the 26th inst., at 5.30 p.m.

By Order of the Committee.
A. R. LOWE,
Secretary and Treasurer.
Hongkong, 19th September, 1906. [1745]

HONGKONG CLUB.

NOTICE.

THE TENTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES of the HONGKONG CLUB PAYABLE ON SATURDAY, the 20th September, 1906, will be held at the Hongkong Club House, at 11 o'clock a.m., TO-DAY, the 20th September, 1906.

By Order.
A. O. GOURDIN,
Acting Secretary.
Hongkong, 13th September, 1906. [1747]

HONGKONG CIVIL SERVICE CRICKET CLUB.

ANNUAL GENERAL MEETING.

THE ANNUAL GENERAL MEETING of the Club will be held at the Club Pavilion, Happy Valley, TO-MORROW (FRIDAY), 21st September, 1906, at 5.45 p.m., for the purpose of receiving the Report of the Committee, passing the Accounts and electing new Officers and Committee.

By Order.
L. E. BRETT,
Hon. Secretary.
Hongkong, 18th September, 1906. [1749]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, on SATURDAY, the 20th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to 29th September, both days inclusive.

DOUGLAS LAPRAIK & Co., General Managers.
Hongkong, 18th September, 1906. [1746]

CHEAP CLEARANCE SALE OF DRAPERY, &c.

DART LOONG'S
51 and 53, WELLINGTON ST.

FOR ONE MONTH ONLY.
FROM 15th SEPTEMBER.

TO MAKE ROOM FOR NEW GOODS.
Hongkong, 17th September, 1906. [1734]

GOVERNMENT OF BRITISH NORTH BORNEO.

REVENUE FARMS FOR 1907, 1908 & 1909.

TENDERS will be received by the SECRETARY to the GOVERNOR at Jesselton, on or before 28th October, 1906, for the following REVENUE FARMS for the year 1907, or for the three years 1907, 1908 and 1909:

OPHIUM FARM.
SPIRIT LICENSE FARM.
PAWNBROKING FARM.
CUSTOMS FARM.
GAMBLING RESTRICTION FARM.

For Particulars, apply to—
GIBB, LIVINGSTON & Co.,
Hongkong, 31st July, 1906. [1495]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
A.L. A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK NO. 3.
Extreme Length... 722 feet.
Length on Blocks... 714 "

DOCK NO. 1.
Extreme Length... 523 feet.
Length on Blocks... 513 "

DOCK NO. 2.
Extreme Length... 371 feet.
Length on Blocks... 361 "

PATENT SLIP.
The WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIAL is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for Short Notice.

Short Notice.

INTIMATIONS

TENDERS.

TENDERS are invited for the SUPPLY to H.M. NAVAL YARD of the undermentioned TIMBER MATERIALS for One Year from 1st October, 1906, viz:—

PEAK, Thickstuff, Scautling, Plank, and Board.
AMERICAN FIR, CAMPHOR WOOD, HARDWOODS.

Form of Tender, and information in regard to the Conditions of Contract, &c., can be obtained on application to the NAVAL STORE OFFICER, H.M. NAVAL YARD. To enable persons tendering to estimate what stock they would be expected to keep, they will be provided, if necessary, with a statement showing the expenditure of the different descriptions of Material during the Twelve Months ending 30th June last. A deposit of One Hundred Dollars will be required with each Tender, but this will be returned on the acceptance or rejection of the same. The tenders, which will be received all Noon on 28th inst., should be sealed and addressed to the COMMANDER, H.M. Naval Yard.

Hongkong, 18th September, 1906. [1746]

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and Report on the following matters, viz:—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have or make or suggestion to offer in connection with the matters aforesaid to the Underigned.

Any person examined as a witness in the Commission makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order.
W. BOWEN-ROWLANDS,
Secretary.
Hongkong, 7th July, 1906. [1381]

INSURANCES.

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.,
Hongkong, 13th August, 1906. [1555]

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Underigned having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO.,
Hongkong, 1st January, 1904. [29]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1905.
£17,837,119.

I. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... £2,750,000
PAID-UP CAPITAL... £57,500 0 0
II. FUND FUNDS... £3,389,720 19 8

The Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.
Hongkong, 11th July, 1906. [1349]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co., Agents.
Hongkong, 21st April, 1897. [311]

BOARD AND RESIDENCE.

FIRST-CLASS BOARD & RESIDENCE at "BRESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate.

Apply to—Mrs. F. W. WATTS, "Breside," 20, Macdonnell Road (late of "Tang Yuen").
Hongkong, 27th June, 1906. [43]

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENWOOD,"
27, CAINE ROAD.
Hongkong, 20th September 1906. [1751]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1906, With Index. Price \$7.50.

On sale at the Hongkong Daily Press Office
Hongkong 27th July, 1906

TO LET

IN HOTEL MANSIONS, a suite of Three Large Offices on corner overlooking Des Vaux Road; coffee quarters and all modern conveniences. Telephone and Electric Light fittings installed. Apply—
REUTER, BROCKELMANN & Co.,
Princes' Buildings.
Hongkong, 20th March, 1906. [678]

TO LET.
NO. 3, CONDUIT ROAD. Electric Light fitting installed. Possession from 1st September, 1906.
Apply to—
H. M. H. NEMAZEE.
Hongkong, 9th June, 1906. [1232]

TO LET.
A HOUSE in KNOTSFORD TERRACE KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st August, 1906. [79]

TO LET.
NEW EUROPEAN HOUSES in Humphreys Avenue and Carrington Villas, Kowloon.
Apply to—
HEWAN & Co.,
15 & 16 Connaught Road, West.
Hongkong, 1st August, 1906. [1506]

TO LET.
NOS. 5 & 6, GRANVILLE AVENUE, Kowloon.
FLATS in ROBINSON ROAD, Kowloon, Possession from 1st November.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD., Agents.
Hongkong, 31st August, 1906. [390]

TO LET.
AN EIGHT-ROOMED HOUSE, with Garden, situated at No. 31, Pokfulam Road.
Apply to—
WONG TAI FONG,
24, Bank Buildings, Queen's Road.
Hongkong, 25th August, 1906. [1633]

TO LET.
SHAMEN—CANTON.
TO LET.
NO. 2, WEST END TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 6th July, 1906. [1377]

TO LET.
A LARGE AND SPACIOUS ROOM or OFFICE on the First Floor of No. 34, Queen's Road Central opposite the Post Office.
Apply to—
WONG CHU SANG,
At YEE SANG FAT & Co.
Hongkong, 25th August, 1906. [1632]

TO LET.
THREE LARGE GODOWNS, in the Praya East. Formerly in the occupation of the Mtsun-Bussan Kaisha.
Apply to—
H. N. MODY,
Victoria Buildings.
Hongkong, 16th May, 1906. [1051]

TO LET.
IN HOTEL MANSIONS.
SUITE of Three Rooms on 3rd Floor, with Bath Room, Pantry and Private Entrance, suitable for Offices or Chambers.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 20th July, 1906. [1443]

TO LET.
NO. 13, GAGE STREET, 8-Roomed House, with a Godown.
Apply to—
E. A. & C. F. DE CARVALHO,
14, Arbuthnot Road.
Hongkong, 18th June, 1906. [1270]

TO BE LET OR SOLD.
With Immediate Possession—in Wanchoi Road.
GODOWN, Built of Brick with Tiled Roof, just thoroughly repaired, about 4,000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.
Apply to—
Care of "Daily Press" Office.
Hongkong, 30th May, 1906. [1177]

TO LET.
NO. 7, MOSQUE TERRACE, Newly Painted and Colour Washed.
Apply to—
M. L. CHAN,
No. 1, Mosque Terrace.
Hongkong, 11th September, 1906. [1706]

TO LET.
OFFICES in KING'S BUILDING and YORK BUILDING, in WONG NEE CHONG ROAD.
A HOUSE in CLIFTON GARDENS, Conduit Road.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st March, 1906. [1324]

TO LET.
4, FAIRVIEW, ROBINSON ROAD, Kowloon.
2nd FLOOR No. 12, Queen's Road Central.
Apply to—
LEIGH & ORANGE,
1, Des Vaux Road.
Hongkong, 1st June, 1906. [501]

TO LET

"IRANEE BUNGALOW," Kimberley Road, Kowloon. Tennis Court attached.
Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 18th July, 1906. [1414]

HONGKONG CLUB.

TO LET.
TWO ROOMS on the Ground Floor of the Annex, from date, suitable for Offices. Anyone disposed to offer for the same please apply to—
C. H. GRACE,
Secretary.
Hongkong, 28th May, 1906. [1156]

TO LET.
(EITHER IN WHOLE OR IN PART).
"THE ACACIAS" and "THE GROVE," having 26 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon.
Well ventilated, with Electric Lights and Bells completely installed.
Apply to—
E. M. HAZELAND,
No. 35, Queen's Road Central, or to
WING-ON, Contractor,
No. 38, D'Agular Street.
Hongkong, 19th July, 1906. [1436]

TO LET.
NO. 2, MACDONNELL ROAD.
Apply to—
COMPTON'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1906. [89]

TO LET.
"BROCKHURST," Peak, Newly Painted and Colour-washed, with use of Tennis Court; contains 6 Rooms, Splendid site and well suited for a Bachelor's Mess.
No. 3, ARBUTHNOT ROAD, Central Locality.
No. 2, DES VEAUX VILLAS, PEAK. Newly repaired, Painted and Colour-washed. "BICKON" on PLANTATION ROAD, PEAK. BISHOP'S LODGE, NORTH PEAK (furnished) from 1st November, 1906 to 31st March, 1907.
Nos. 1 & 2, BEACONSFIELD ARCADE, facing the Parade Ground.
ROOMS, on 1st and Top Floors, BEACONSFIELD ARCADE, (Chapin Rentals).
No. 57, PRAYA GRANDE, MACAO. FIVE ROOMS on Top Floor of 15, Queen's Road Central (over Caldwell, MacGregor's).
2nd FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory, with use of Electric Lift.
HOUSES on the ROBINSON ROAD Level, Cheap Rentals.
73, WYNDHAM STREET.
Apply to—
LINSTEAD & DAVIS,
2nd Floor, Alexandra Buildings.
Hongkong, 24th July, 1906. [1193]

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO., Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry, Coke Importers, General Storekeepers and Commission Agents.
35 & 37, King Loong Street (1st Street West of Central Market), Telephone No. 513.

PHOTOGRAPHER.

M. MUMETA, JAPANESE ARTIST.
Promide and Crayon Engravings and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 84, Queen's Road Central.

PRINTING.

"DAILY PRESS" OFFICE
Proofs read by Englishmen

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.
I have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 a.m. and 4 p.m. daily, Sunday excepted to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901. [147]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.
ELEY'S SCHULTZ'S, AMBERITE and KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 55SG. AIR GUNS and AMMUNITION in Variety.
WM. SCHMIDT & CO.,
Hongkong, 29th November, 1902. [833]

ON SALE.

RATES OF EXCHANGE AT HONGKONG.

DEMAND DRAFTS ON BOMBAY.
On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver.
FROM 1893 TO 1905;
ALSO
RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1890), and other Useful Information.
PRICE: \$1 CASH.
On Sale at the "DAILY PRESS" Office, or Local Booksellers.
Hongkong, 16th April, 1906.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
S.S. "BENLAVERS,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 21st Sept. will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 28th Sept., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st Sept., at 11 a.m. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 14th September, 1906. [1726]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

SHIPPING.

ARRIVALS.

CHONGTONG, British str., 2,260, W. B. Brown, 19th Sept.—Melbourne 18th Sept. General Butterfield & Co.

JAYON DIERICHSEN, German str., 623, D. Henk, 19th Sept.—Haiphong 11th Sept. Kelso 13th and 14th Sept. 17th, General—Johson & Co.

KITAL, Russian str., 1,299, Jorgensen, 18th Sept.—Moj 12th Sept. Ballast—Melchers & Co.

KOWLOON, German str., 1,187, H. Stahr, 18th Sept.—Samarang 14th Sept. Sugar. Siemens & Co.

WATERLOO, British str., 1,215, G. Hooker, 18th Sept.—Tientsin 16th Sept. Chofoo 11th and Swatow 17th, General—Butterfield & Co.

KWANGTUNG, Chinese str., 1,536, W. H. Lunt, 18th Sept.—Shanghai 15th Sept. General—M. S. N. Co.

KWANGSANG, British str., 1,128, W. P. Baker, 19th Sept.—Shanghai 15th Sept. General and Swatow 16th, General. Jardine, Matheson & Co.

LOCHESSE, British str., 2,122, J. G. Spencer, 19th Sept. Calcutta, via Straits 2nd Sept. General—David Sassoon & Co.

WADCO, German str., 1,187, H. Stahr, 18th Sept.—from Singapore, 6,227, Geo. Anderson, 18th Sept.—Yokohama and Shanghai 15th Sept. General—Nippon Yusen Kaisha.

SCANDIA, German str., 3,455, W. von Dohren, 17th Sept.—Shanghai 15th Sept. General. Hamburg-Amerika Linie.

SERIEA, Russian str., 2,260, H. Stahr, 18th Sept.—Shanghai 15th Sept. Sugar. Butterfield & Co.

SHINSEI MARU, Japanese str., 3,410, B. Hanna, 17th Sept.—Moj 11th Sept. Coal and Genl.—Japan.

SHANGHAI, British str., 19th Sept. from Canton.

WIK, German str., 2,820, H. Carlsen, 19th Sept.—Moj 12th Sept. Coal—Johson & Co.

DEPARTURES.

CHONGTONG, British str., for Shanghai
Sato Maru, Japanese str., for Singapore
Sept. 19th.

DEPARTURES.
Sept. 19th.

APENHAG, German str., for Hothow.
BORNEO, German str., for Sandakan
BRAND, Norwegian str., for Surabaya
HELVETIA, German str., for Hamburg
MASAN MARU, Japanese str., for Tamsui
MONTROSE, British str., for New York
PETER, British str., for Liverpool
POLYMER, French str., for Europe
POONA, British str., for Shanghai
TAMING, British str., for Manila
TUDORA, Norwegian str., for Saigon.

SHIPPING REPORTS.
The Chinese str. Kowloon reports: Sept. 18th strong gale with heavy easterly sea. Picked up 17 persons of various cupized fishing boats.
The British str. Chongtong reports: Experienced moderate weather and smooth sea throughout.
The Japanese str. Shinsei Maru reports: Fine weather, moderate sea and light breeze from various directions and fresh breeze from N.E.

VESSELS IN DOCK.

Sept. 19th.

ARRIVED DOCKS—*Telegraphs:*
Kowloon Dock—(Glasgow, Express of Japan, Hae, Seta, Surugayama, Vag, Gato, Maunag, Keungui, Ch. Marlowin, Solt Gery, H.M.S. Munster, Strathmore.
COSMOPOLITAN DOCKS—*Radio ships.*

VESSELS ON THE BERTH

BRICKLANK LINE TO THE FAR EAST.

STEAM TO SINGAPORE AND CALCUTTA.

THE British Steamship

"PINDARI"
Captain T. H. Hilde, R.N.R., carrying H. Majesty's mails, will be despatched from this Port on SATURDAY, the 21st inst., p.m. For Freight, apply to
SANDER, WIELER & Co., Agents.

Hongkong, 17th September, 1906. [135]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLY MOU, U. AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA,"
Captain T. H. Hilde, R.N.R., carrying H. Majesty's mails, will be despatched from this Port on SATURDAY, the 21st inst., p.m. For Freight, apply to
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Hongkong, 17th September, 1906. [135]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA PORTS OF CALL.	DEVANHA	Brit. str.	1 m.	T. H. Hilde, R.N.R.	P. & O. S. N. Co.	On 22nd inst., at Noca.
LONDON, AMSTERDAM & ANTWERP.	CYCLOPS	Brit. str.	1 m.	W. R. Hicky	P. & O. S. N. Co.	On 22nd inst., at Noca.
MARSEILLES, LONDON & ANTWERP, &c.	SOCOTRA	Brit. str.	1 m.	W. R. Hicky	P. & O. S. N. Co.	On 22nd inst., at Noca.
MARSHALLS, &c., via PORTS OF CALL.	SALAZAR	Brit. str.	1 m.	W. R. Hicky	P. & O. S. N. Co.	On 22nd inst., at Noca.
BREMEN, via PORTS OF CALL.	PRINZ HEINRICH	Ger. str.	1 m.	Grosch	MELCHERS & CO.	On 2nd Oct., at 1 p.m.
HAVRE & HAMBURG VIA STRAITS, &c.	SUEVIA	Ger. str.	1 m.	Peter	HAMBURG-AMERIKA LINIE	On 26th inst., at Noon.
HAVRE, BREMEN & LIVERPOOL.	KINTUCK	Ger. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 2nd Oct.
COPENHAGEN, SCANDINAVIAN, &c., BALTIC PORTS.	TRANCEBAR	Ger. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 10th Oct.
NAPLES, HAVRE, ANTWERP & HAMBURG.	SCANDIA	Ger. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 30th inst.
TRIESTE, &c., via SINGAPORE, &c.	SILBERIA	Aus. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 18th inst.
TRIESTE DIRECT.	LIBERIA	Ger. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 30th Oct.
ODessa	KITAI	Rus. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 27th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	ERROLL	Brit. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	SOUTH AMERICA	Am. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTAGUE	Brit. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
VICTORIA (B.C.) SEATTLE, &c., via JAPAN.	NINGBO	Brit. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
VICTORIA (B.C.) SEATTLE, &c., via JAPAN.	PLEIADES	Am. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
SALINA CRUZ, CALLAO & IQUIQUE VIA JAPAN PORTS.	KASATO MARU	Jap. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
AUSTRALIAN PORTS VIA MANILA.	AUSTRALIAN	Brit. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
AUSTRALIAN PORTS VIA MANILA.	CHANGSHA	Brit. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
AUSTRALIAN PORTS VIA MANILA.	PRINZ SIGISMUND	Ger. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
NAGASAKI & VLADIVOSTOCK.	DAPHNE	Ger. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
YOKOHAMA, KOBE, MOJI & VLADIVOSTOCK.	CHINGYU	Brit. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
JAPAN VIA SHANGHAI.	TUJILONG	Dut. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
TIENTSIN VIA SWATOW & CHEFOO.	CHUHSING	Brit. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
TIENTSIN	LIANGCHOW	Brit. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
SHANGHAI & CHINKIANG.	KOWLOON	Ger. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
SHANGHAI VIA SWATOW.	CHUYSANG	Brit. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
SHANGHAI	SHANGHAI	Brit. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
SHANGHAI, TIAU, NAKI, KOBE & YOKOHAMA.	PRINZ LUDWIG	Ger. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
SHANGHAI, KOBE & YOKOHAMA.	BRIGADIA	Ger. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
SHANGHAI, YOKOHAMA & KOBE.	HARBURG	Ger. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
TAMSAI VIA SWATOW & AMOY.	JOHN MARU	Jap. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
SWATOW, AMOY & FOCHOW.	HAIMUN	Brit. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
MANILA	LOONGSANG	Brit. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
MANILA	RUBI	Brit. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
MANILA	ZAFIRO	Brit. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
SANDAKAN	MAUBANG	Brit. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
SINGAPORE & CALCUTTA.	PINDARI	Brit. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
SINGAPORE, PENANG & CALCUTTA.	FOOKSANG	Brit. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.
SINGAPORE, PENANG & CALCUTTA.	KUTSANG	Brit. str.	1 m.	Knaisel	HAMBURG-AMERIKA LINIE	On 26th inst.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2,540	R. Almond	Manila.	On 22nd Sept., Noon.
ZAFIRO	2,540	R. Rolger	Manila.	On 29th Sept., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 27th September, 1906. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

SS. "SOUTH AMERICA"	TO SAIL.
On 10th October.	

For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS

Hongkong, 9th August, 1906. [19]

HAMBURG-AMERIKA LINIE.

HOME LINE-OUTWARD.

DESTINATION	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	BRISGAVIA	23rd Sept.
SHANGHAI, YOKOHAMA & KOBE	HABSBURG	29th Sept.
YOKOHAMA & KOBE	SEGOVIA	Beginning of Oct.
SHANGHAI, KOBE & YOKOHAMA	SITHONIA	14th Oct.
SHANGHAI, YOKOHAMA & KOBE	C. PERD. LAEINZ	23rd Oct.
SHANGHAI, KOBE & YOKOHAMA	ANDALUSIA	13th Nov.
SHANGHAI, YOKOHAMA & KOBE	AMBRIA	27th Nov.

HOME LINE-HOMeward.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

DESTINATION	STEAMERS	TO SAIL.
NAPLES, HAVRE, ANTWERP & H'BURG	SCANDIA	On 20th Sept.
via Singapore, Penang and Colombo	SENEGAMBIA	On 2nd Oct.
HAVRE and HAMBURG	SUEVIA	On 16th Oct.
via Singapore, Penang and Colombo	HABSBURG	On 30th Oct.
NAPLES, HAVRE and HAMBURG	SEGOVIA	On 13th Nov.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amidships. Lighted throughout by electricity. Daily qualified doctor and stewards on board. Laundry on board.

TRIESTE (DIRECT) via Singapore and Colombo

Taking through cargo to Fiume, Venice, etc. The ship will have a quick despatch at Singapore and Colombo.

COAST SERVICE.

STEAMERS	DESTINATION	TO SAIL.
DAPHNE	NAGASAKI & VLADIVOSTOCK.	Beginning of Oct.
KOWLOON	SHANGHAI & CHINKIANG.	To Follow.
LYDIA	SHANGHAI & CHINKIANG.	Freight & Passengers.

* Taking Cargo at Through Rates to TIENTSIN and CHEFOO.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

SIEMSEN & CO. [12]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
PLEIADES	3,753	F. G. Farrington	On 21st September.
LYRA	4,417	G. V. Williams	On 29th September.
SHAWMUT	8,806	E. V. Roberts	On 24th October.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

QUEEN'S BUILDINGS, Hongkong, 4th August, 1906. [7]

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.,

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
YOKOHAMA, KOBE, MOJI and VLADIVOSTOCK	"SIAM"	On or about 10th Oct.
ODessa	"KITAI"	On or about 15th Sept.
COPENHAGEN, SCANDINAVIAN, GERMAN, RUSSIAN & BALTIC PORTS	"TRANQUEBAR"	18-20th Sept.
Do.	"NICOBAR"	Middle of Oct.

For Further Particulars, apply to

MELCHERS & CO.,

Hongkong, 13th September, 1906. [1357]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
SHANGHAI VIA SWATOW	"CHOYSANG"	Thursday, 20th Sept., 4 p.m.
MANILA	"LOONGSANG"	Friday, 21st Sept., 4 p.m.

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.		DU
GLASGOW FROM LIVERPOOL	"MENECLAUS"	On 27th September.
GLASGOW FROM LIVERPOOL	"NINGCHOW"	On 27th September.
HOMWARDS.		TO SAIL
LONDON, AMSTERDAM and	"CYCLOPS"	On 25th September.
ANTWERP	"KINTUCK"	On 26th September.
HAVRE, ROTTERDAM and		
LIVERPOOL		

* Taking Cargo for Liverpool at London Rates. + via Bangkok.

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON PORTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

STEAMERS		TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO-	"NINGCHOW"	On 26th September.
HAMA		

WESTWARD.

STEAMERS		DU
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST		

Hongkong, 4th August, 1906.

BUTTERFIELD & SWIRE,
AGENTS. [9-10]

CHINA NAVIGATION CO. LIMITED.

FOR		STEAMERS	TO SAIL
SHANGHAI	↑	"SHAHSING"	On 20th September.
TIENTSIN	↑	"LIANGCHOW"	On 21st September.
YOKOHAMA and KOBE	↑	"CHINGTU"	On 22nd September.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	↑	"CHANGSHIA"	On 25th September.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [11]

Hongkong, 15th September, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR		THE CO.'S S.S.	LEAVING
TAMSAI VIA SWATOW AND AMOI	↑	"JOSHIN MARU"	SUNDAY, 24th Sept., at 10 A.M.
		H. OHTA	

* These Steamers have excellent accommodation for First and Second Class Passengers, and
are fitted throughout with electric light. First-class Saloon Amidsips. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office,
at Second Floor, No. 1, Queen's Buildings.

Hongkong, 19th September, 1906.

T. ARIMA, Manager. [14]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 days Across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
15 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).		Leave Hongkong	Arrive Vancouver
R.M.S.	Tons		
"EMPERESS OF JAPAN"	6,000	THURSDAY, 27th Sept.	15th Oct.
"MONTEAGLE"	6,153	WEDNESDAY, 3rd Oct.	27th Oct.
"EMPERESS OF CHINA"	6,000	THURSDAY, 25th Oct.	12th Nov.
"TAITAT"	4,425	WEDNESDAY, 31st Oct.	24th Nov.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 14th Nov.	5th Dec.
"ATHENIAN"	5,882	WEDNESDAY, 28th Nov.	22nd Dec.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at Quebec with the Company's NEW PALATIAL "EMPERESS" Steamships,
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60; via New York £62.
Intermediate Steamers at 12 Noon.

R.M.S. "MONTEAGLE," "TAITAT" and "ATHENIAN" carry Intermediate
passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya, opposite Blake Pier.

[6]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR		STEAMERS	TO SAIL	REMARKS.
LONDON VIA USUAL PORTS	DEVANHA	...	Noon, 22nd	See Special
OF CALL	Capt. T. H. Hilds, R.N.	...	September	Advertisement.

MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, SOCATRA	...	About 27th	Freight only.
PENANG, COLOMBO and	Capt. W. E. Hicky	September	
PORT SAID			

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 15th September, 1906.

IMPERIAL GERMAN MAIL LINES. NORDDEUTSCHER LLOYD, BREMEN. EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS		SAILING DATES
PRINZ HEINRICH	...	WEDNESDAY ... 26th September
GNEISENAU	...	WEDNESDAY ... 10th October
PRINZ LUDWIG	...	WEDNESDAY ... 24th October
PRINZESS ALICE	...	WEDNESDAY ... 7th November
ROON	...	WEDNESDAY ... 21st November
BUELOW	...	WEDNESDAY ... 5th December
PRINZ REGENT LUITPOLD	...	WEDNESDAY ... 19th December
PRINZ BITEL FRIEDRICH	...	WEDNESDAY ... 2nd January
SEYDLITZ	...	WEDNESDAY ... 16th January
PRINZ HEINRICH	...	WEDNESDAY ... 30th January
GNEISENAU	...	WEDNESDAY ... 13th February
PRINZ LUDWIG	...	WEDNESDAY ... 27th February

ON WEDNESDAY, the 26th day of SEPTEMBER, 1906, at Noon the Steamship
"PRINZ HEINRICH," Captain Grosse, with MALES, PASSENGERS, SPECIE
AND CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 24th Sept. Cargo and
Specie will be received at the Agency's Office until Noon, on TUESDAY, the 25th Sept. and
Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA AND GIBRALTAR

TO SOUTHAMPTON, LONDON, BREMEN

AND HAMBURG

* TO NEW YORK VIA SUEZ

VIA NAPLES, GENOA OR GIBRALTAR

VIA BREMEN OR SOUTHAMPTON

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar
and travelling to Bremen or Southampton overland, the same rates to be applied as via NAPLES,
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE TO CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE IN EGYPT:

Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUJI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

PRINZ SIGISMUND

ON TUESDAY, the 16th OCTOBER, at Noon, the Steamship "PRINZ SIGISMUND,"

Captain Lenz, with Males, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class 1st Class 2nd Class

TO MANILA

TO NEW GUINEA

TO BRISBANE

TO SYDNEY

TO MELBOURNE

TO YOKOHAMA

TO KOBE

TO YOKOHAMA and back from KOBE

TO HONGKONG

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer

TO EUROPE VIA AUSTRALIA AND AMERICA

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San

Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent

Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, TIENTSIN, "PRINZ LUDWIG" ... Tuesday, 25th Sept.

YOKOHAMA and KOBE, "PRINZ SIGISMUND" ... Wednesday, 26th Sept.

SHANGHAI, NAGASAKI, "PRINZESS ALICE" ... Wednesday, 10th Oct.

KOBE & YOKOHAMA

* Reaching Yokohama in less than six days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San

Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & S.S. Co.,

T. K. K. and from New York to Europe by the Magnificent Express Steamers of the

Norddeutscher Lloyd are issued at the following Rates:—

To London via Plymouth or Southampton

To Bremen

To Paris via Cherbourg

To Naples, Genoa via Gibraltar

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOHERS & CO., AGENTS. [5]

PURE FRESH WATER.

THE HONGKONG STEAM WATER
BOAT CO., LTD., is prepared to supply
any Quantity of PURE FRESH WATER
to the Shipping, both for Deck and
Boilers.
Call Flag—W.

W. KEW,
Manager,
Hotel Mansions, 3rd Floor,
Hongkong, 8th August, 1905. 1712

THE

DIRECTORY AND CHRONICLE

FOR 1906.

Complete Edition ... \$10.00

Small Edition ... \$5.00

Obtainable at the Hongkong Daily Press Office
and from the Local Booksellers.

SHIPPING IN PORT.

STEAMERS.

ANDRE RICKMERS, German str., 1,020, W.

Taubert, 18th Sept.—Bangkok 11th Sept.

General.—Butterfield & Swire.

BORNEO, German str., 1,544, F. Sembill, 10th

September.—Sandakan 5th Sept., Timber.

General.—Molichers & Co.

CHANGSHIA, British str., 1,483, T. Moore, 4th

Sept.—Melbourne via ports 31st July.

General.—Butterfield & Swire.

CHIPPING, British str., 1,199, G. S. Weigall,

14th September.—Chokeo 7th September.

General.—Jardine, Matheson & Co.

CHOWAI, German str., 1,511, W. Mollmann,

15th Sept.—Bangkok 9th Sept., General.

Butterfield & Swire.

CHOYANG, British str., 1,424, A. E. Sand-

bach, 14th Sept.—Shanghai via Swatow

9th Sept., General.—Jardine, Matheson & Co.

COMPTON, British str., 2,744, W. Finch, 20th

July.—San Francisco 27th June, Mails and

General.—O. & S. N. Co.

DAGHAI, German str., 921, M. Engelhart,

14th Sept.—Bangkok 7th Sept., Rice and

General.—Butterfield & Swire.

DELI, British str., 4,784, J. D. Andrews,

R.N., 18th Sept.—Colombo 8th Sept. and

Singapore 14th, Mails and General.

P. & O. S. N. Co.

DERWENT, British str., 1,565, J. Jenkins, 17th

Sept.—Saigon 13th Sept., General and

Rice.—China.

DEVANHA, German str., 1,362, T. V. Bruhn,

14th Sept.—Bangkok 27th Aug. and Hoihow

3rd Sept., Rice and Meal. Norddeutscher

Lloyd.

EMMA LUYKEN, German str., 1,150, G. Conrad,

16th July.—Manila 22nd May, Sugar.

Chinese.

EMPERESS OF JAPAN, British str., 3,030, H.

Pybus, 4th Sept.—Vancouver 13th Aug.

Mails and General.—C. P. R. Co.

FOOKANG, British str., 1,987, W. E. Sawyer,

10th Sept.—Calcutta 26th Aug., Coal.

Jardine, Matheson & Co.

HAIMUN, British str., 636, A. J. Robson, 10th

Sept.—Fochow 13th Sept., Amoy 14th and

Swatow 15th, General.—Douglas, LaPrak

& Co.

HAIWANG, Norwegian str., 1,070, Carl Ander-

sen, 10th Sept.—Samarang 1st September.

Sugar.—Agard, Thoresen & Co.

HILARY, German str., 2,276, H. Ucker, 5th

Sept.—Sourabaya 2nd August, Sugar.

Sander, Wisler & Co.

HONGKONG, French str., 750, A. Sazoni, 18th

Sept.—Haiphong and Hoihow 17th Sept.

General.—A. R. Marty.

HONGKONG, British str., 1,350, Jas. M. Hay, 15th

September.—Sourabaya 6th Sept., Sugar.

Jardine, Matheson & Co.

HUR, French str., 705, Panier, 9th Sept.

—Haiphong and Kwangchow 8th Sept.

General.—A. R. Marty.

JOHANN, German str., 952, Island, 15th Sept.

—Swatow 14th Sept.—Jebson & Co.

POST OFFICE NOTICES.

Mails will close subject to modification as follows—

FOR	PER	DATE
Swatow and Bangkok	Permanently	Thursday, 20th, 9.00 A.M.
Hankow	Do	Thursday, 20th, 9.00 A.M.
Singapore, Penang and Colombo	Do	Thursday, 20th, 11.00 A.M.
Swatow, Amoy and Fuzhou	Do	Thursday, 20th, 1.00 P.M.
Bangkok	Do	Thursday, 20th, 3.00 P.M.
Singapore and Colombo	Do	Thursday, 20th, 3.00 P.M.
Swatow and Shanghai	Do	Thursday, 20th, 3.00 P.M.
Shanghai	Do	Thursday, 20th, 3.00 P.M.
Hankow and Hongkong	Do	Thursday, 20th, 3.00 P.M.
Moscow, Kobe, Yokohama, Victoria and Tacoma	Do	Friday, 21st, 9.00 A.M.
Sandakan	Do	Friday, 21st, 11.00 A.M.
Manila	Do	Friday, 21st, 3.00 P.M.
Tientsin	Do	Friday, 21st, 3.00 P.M.

FRANCIS, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU and SAN FRANCISCO
(Supplementary mail on board up to the time fixed for departure of the mail.
Extra Postage 10 cents)

Mails, via India via Tientsin
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)
Supplementary mail on board up to the time fixed for departure of the mail.
Extra Postage 10 cents.
Letters posted in the pillar boxes in time for the first clearance will be included in this contract mail.
The parcel mail will be closed on Friday the 21st inst. at 5 p.m.

Singapore, Penang and Calcutta
Yokohama and Kobe
Swatow, Cheloo and Tientsin
Swatow, Amoy and Tientsin
Shanghai
Moscow, Kobe, Yokohama and Mexico

TO-DAY.

Enter, Study, Naval, Victualling, Obsolete and Undermanned Stores, at H.M. Naval Yard, Messrs. Hughes & Hough, 10 A.M.
Half Yearly Drawing of Six-five Debutantes of the Hongkong Club, Club House, 11 a.m.

TO-MORROW.

Annual General Meeting of the H.K.C.B. Cricket Club, Club House, 5.45 p.m.

OPIMUM.

Quotations are—	Allow's net to 1 centy.
Malwa New	to — per picul.
Malwa Old	to — " "
Malwa Older	to — " "
Malwa V. Old	to — " "
Benares quality	to — " "
Benares extra fine	to — " "
Prize New	to — per cheer.
Prize Old	to — " "
Benares New	to — " "
Benares Old	to — " "

VESSELS EXPECTED.

THE AMERICAN MAIL.
The T.R.K. str. *Hongkong* sailed from Yokohama via Kobe, Nagasaki and Manila on the 13th inst., and is due to arrive at this port on the 24th inst.

THE GERMAN MAIL.
The I.G.M. str. *Prinz Ludwig* left Colombo on Friday, the 14th inst., p.m., and may be expected here on or about Monday, the 24th inst., p.m.

THE CANADIAN MAIL.
The C.P.R. str. *Empress of China* arrived at Nagasaki at 5.30 p.m. on Tuesday, the 19th inst., and left again at 2 a.m. on Wednesday, for Shanghai, where she is due to arrive at 11 a.m. on Thursday, the 20th inst.

MERCHANT STEAMERS.
The N.Y.K. str. *Saeki Maru* (European Line) left Singapore for this port on the 14th Sept., and is expected here on the 20th inst.
The Brookbank Line str. *Princess* left Kobe on the 14th inst., and is expected here on the 20th inst.

The N.Y.K. str. *Tokai Maru* (Boulay Line) left Singapore for this port on the 14th Sept., and is expected here on the 20th inst.

The J.C.J. str. *Tjinnah* left Kobe for this port on the 12th inst., and may be expected here on or about the 21st inst.
The India-China str. *Siam* left Calcutta for this port via the Straits on the 9th inst., and may be expected here on or about the 20th inst.
The str. *Saint Patrick* sailed from New York for China and Japan on the 8th August.

The Boston Tea Boat Co.'s str. *Lara* sailed from Seattle on the 12th August for Japan, Manila and Hongkong.
The Boston S.S. Co.'s str. *Shamrock* sailed on the 9th inst. from Puget Sound for Yokohama.

PASSENGERS.

ARRIVED.
Per *Siam*, from Shanghai, Mr. Daniels.
Per *Kowloon*, from Shanghai, Mr. M. R. Sinclair.
Per *Kowloon*, from Shanghai, Miss M. Lunt.
Per *Lightning*, from Calcutta, Mr. Messrs. Aarea and Walter Gregory.

Per *Kowloon*, from Tientsin, Mr. Hagan.
Per *Kowloon*, from Tientsin, Mr. Hagan.
Per *Kowloon*, from Tientsin, Mr. Hagan.
Per *Kowloon*, from Tientsin, Mr. Hagan.

Per *Kowloon*, from Yokohama for Hongkong, Mr. and Mrs. A. H. Climated, Miss T. H. Climated, Mrs. A. Gibbs, Major H. B. Ford, Capt. H. Boulton, Lieut. R. F. Drill, Staff-Surg. G. H. B. Foster, Lieut. R. F. Drill, Staff-Surg. Ball, Messrs. C. K. Edmunds, H. Easton and Poberysky; for Singapore, Mr. C. Catto; for Colombo, Messrs. E. A. Keder and Kzain; for London, Mr. P. S. S. Currie, Mrs. and Miss Powers.

DEPARTED.
Per *Oceanic*, for Shanghai, Capt. and Mrs. Semblill, Messrs. Ralph Walton and Joe Oliverly; for Kobe, Mr. N. K. Autia; for Yokohama, Mrs. Fichol, Messrs. Solor and Assano.
Per *Polytechnic*, for Saigon, Mrs. Delpit; for Singapore, Mr. J. T. Madley; for Bombay, Messrs. J. Patel and S. C. Karanjia; for Madras, Mr. d'Astier de la Vigerie, Mrs. Lyn, Messrs. Kahn, E. Gonsault Aspiran, Mr. and Mrs. Camp, Mr. Wm. W. Wilson, Mr. and Mrs. L. Desjardins, Messrs. A. Adrien, L. Mervan, J. H. Colombo and Andrew Smith.

COMMERCIAL.

CLOSING QUOTATIONS.

	Sept. 19th.
ON LONDON.—	
Telegraphic Transfer	22 1/2
Bank Bills, on demand	22 1/2
Bank Bills, at 30 days' sight	22 1/2
Bank Bills, at 4 months' sight	22 1/2
Credits, at 4 months' sight	22 1/2
Documentary Bills, 4 months' sight	22 1/2
ON PARIS.—	
Bank Bills, on demand	27 1/2
Credits, at 4 months' sight	27 1/2
ON NEW YORK.—	
On demand	22 1/2
Bank Bills, on demand	22 1/2
Credits, 60 days' sight	54 1/2
ON BOMBAY.—	
Telegraphic Transfer	16 1/2
Bank, on demand	16 1/2
CALCUTTA.—	
Telegraphic Transfer	16 1/2
Bank, on demand	16 1/2
ON SHANGHAI.—	
Bank, at sight	73 1/2
Private, 30 days' sight	107 1/2
YOKOHAMA.—On demand	107 1/2
ON MANILA.—On demand—Pesos	107 1/2
ON SINGAPORE.—On demand	61 p.m.
ON BATAVIA.—On demand	131 1/2
ON HAI PHONG.—On demand	131 1/2
ON SAIGON.—On demand	131 1/2
ON HONGKONG.—On demand	131 1/2
SOVEREIGNS, Bank's Buying Rate	\$3.95
Gold LEAP, 100 fine, per tola	\$18.00
SILVER, per oz.	31 1/2

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAN," 2,333 tons, Captain H. D. Jones.
S.S. "POWAN," 2,333 tons, Captain W. A. Valentia.
S.S. "FATSHAN," 2,333 tons, Captain R. D. Thomas.
S.S. "HANKOW," 2,333 tons, Captain C. V. Lloyd.
S.S. "KINSHAN," 1,993 tons, Captain J. J. Lossius.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday excepted), 9 p.m. and 10.30 p.m. (Saturday excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3.30 p.m. and 5.30 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,993 tons, Captain G. F. Morrison, R.N.R.
Departures from Hongkong to Macao on week days at 2 p.m., except when otherwise notified by Express. SUNDAY SPECIAL Excursions leaving Hongkong at 9.30 a.m., and a Second Departure about 7 p.m.
NOTE.—During the Summer Months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.
Departures from Macao to Hongkong on week days at 8 a.m. On Saturdays a Second Departure about 7 p.m. On Sundays at 3 p.m. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.
This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 568 tons, Captain J. Willox.
S.S. "NANNING," 568 tons, Captain C. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.
Hotel Mansions (First Floor), opposite the Hongkong Hotel;
Or of BUTTERFIELD & SWIRE,
Agents CHINA NAVIGATION CO., LD.

HONGKONG TIDE TABLE.

From September 23rd to 26th, 1906.
To correct Zone Time add 23 min. and 18 sec.

Day of Week.	High Water.	Low Water.
Thurs. 21	10.15	4.15
Fri. 22	11.00	5.00
Sat. 23	11.45	5.45
Sun. 24	12.30	6.30
Mon. 25	1.15	7.15
Tues. 26	2.00	8.00
Wed. 27	2.45	8.45

HONGKONG METEOROLOGICAL REGISTER.

	Previous Day	On Date	On Date
Barometer	29.75	29.80	29.75
Temperature	82	84	85
Humidity	76	74	75
Wind Direction	S	ENE	N
Force	3	1	1
Weather			
Rain		1.18	

Highest open air Temperature on 18th.....82
Lowest open air Temperature on 18th.....75

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at the KOWLOON BOOK STALL, Mr. H. HUFFONER'S KOWLOON STORE, No. 36, Elgin Road and Mr. AH YAU'S FERRY WHARF STALL, Hongkong, 22nd December, 1902.

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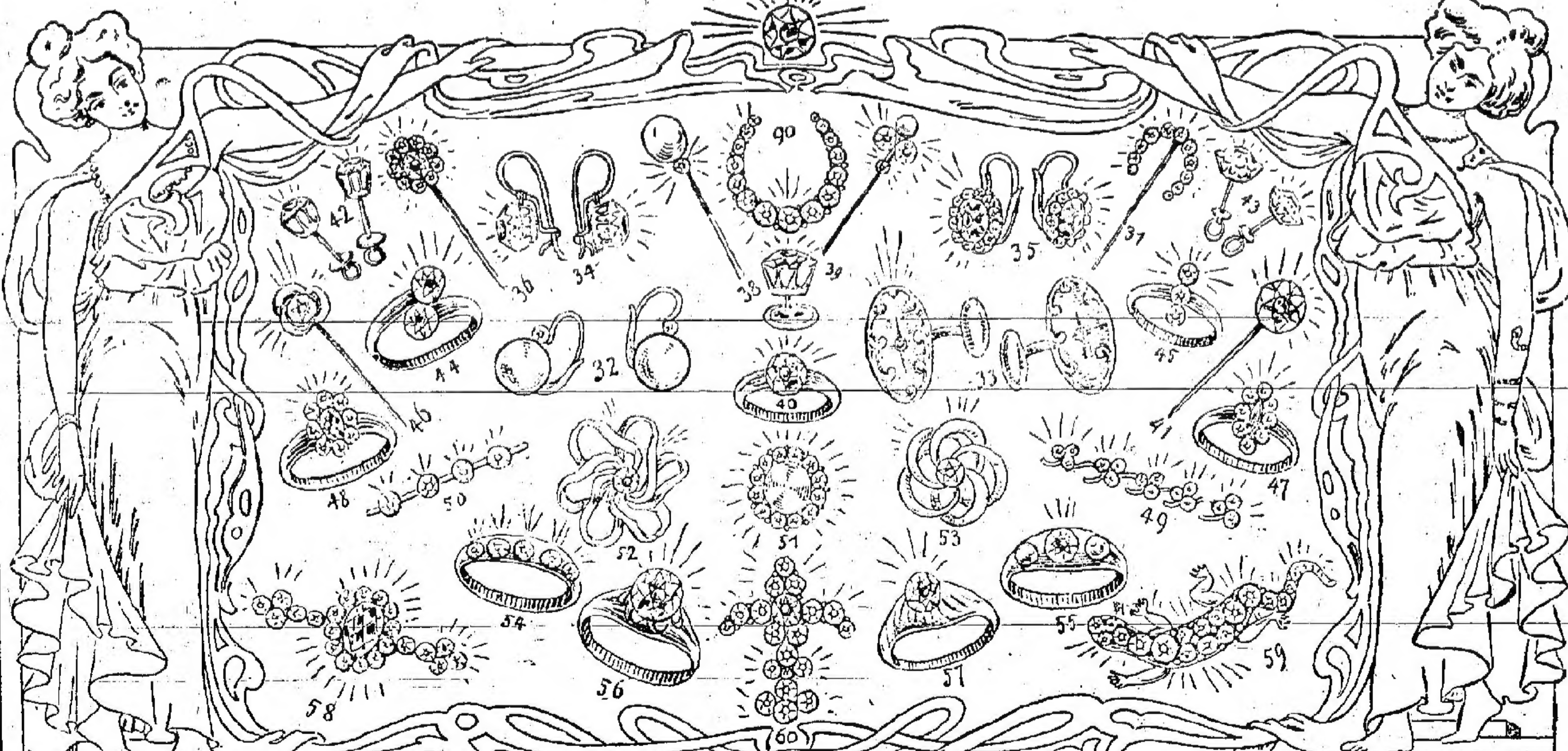
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